

SERVICE AVIATION



Royal Air Force and
Fleet Air Arm News:
Official Announcements:
Military Aviation
Abroad



An Egyptian sentry guards
French Farman heavy bombers
picketed out during their eastern
cruise.

Air Defence of London

MAJ.-GEN. SIR FREDERICK A. PILE has been appointed to the command of the 1st Anti-Aircraft Division, Territorial Army. Sir Frederick was a gunner who transferred in 1923 to the Royal Tank Corps, and two years later he was a General Staff officer at the R.A.F. School of Army Co-operation at Old Sarum.

Distinguished New Pilots

THE following officers and airmen have been awarded Distinguished Passes on completion of their courses of flying instruction at the undermentioned Flying Training Schools:—

No. 5 F.T.S., Sealand.—A.P/O.s A. M. G. Lywood, J. C. Milner, R. E. Sperling.

No. 7 F.T.S., Peterborough.—A.P/O.s J. R. Bland, P. L. Burke, P. D. Dear, J. A. C. Sturges, Corpl. D. B. Ross, A./Sgts. C. G. Burton and R. W. P. MacFarland.

No. 9 F.T.S., Hullavington.—A.P/O.s P. R. Austin-Sparks and D. F. J. Willis.

Station Administration

THE administration of the Fleet Air Arm catapult aircraft was transferred from Mount Batten to Lee-on-the-Solent with effect from November 15.

The R.A.F. Station, Scampton, will be transferred within the Bomber Command to No. 5 (Bomber) Group with effect from March 10, 1938.

The R.A.F. Station Headquarters at Turnhouse will cease to exist as such, with effect from April 15, 1938, on which date the station will be transferred within the Bomber Command to No. 6 (Auxiliary) Group.

Squadron Records Wanted

THE Commanding Officer of No. 269 (G.R.) Squadron, Abbotsinch, Paisley, would be very glad to hear from ex-members of that Squadron and from those who formed the personnel of the Seaplane base at Port Said, the seaplane carriers *Ben-my-Chree*, *Aenne Rickmers* (later called the *Anne*), *Rabenfels* (later called *Raven II*), and the *Empress*, with regard to experiences and incidents of interest. Should ex-members have photographs or other mementoes of those units, which they are prepared to give or to loan to the squadron, the Commanding Officer of the Squadron would be very glad if they will communicate with him.

Australia's Coast Defence

EARLY in 1938 manœuvres are to be held which will practise, though of course, will not test, the defence of the Australian coast. For the first phase the coast line from the north of New South Wales to Melbourne, a distance of about 1,000 miles, will be attacked and defended. The defence will naturally be in the hands of the Royal Australian Navy and the Royal Australian Air Force, together with the harbour defences, while the invaders will be represented by ships of the China Command of the Royal Navy and the New Zealand Division, with at least one aircraft carrier. The area involved is the coast of the most thickly populated and developed part of Australia.

Later in the year the second stage of the manœuvres will be held, when Darwin will be the centre of operations. The capture of Darwin by an enemy would cut the commercial air link between the Commonwealth and the rest of the Empire. In this case the R.A.F. squadrons stationed at Singapore will come to the help of the defence, which is what would happen in war. Again the Royal Navy will provide the attacking force. Many useful lessons should be learnt from these exercises, which should be a guide to Australia in planning her future defence organisation.

R.A.F. Staff College

THE following officers have been nominated by the Dominions to attend the R.A.F. Staff Course, 1938:—

Royal Australian Air Force—

Flt. Lts. J. R. Fleming and W. G. Rae.

Royal Canadian Air Force—

Sqn. Ldr. C. R. Slemmon and Flt. Lt. M. Costello.

South African Permanent Force—

Major H. C. Willmott.

Moves of Squadrons

NOS. 9 and 148 (Bomber) Squadrons will move from Scampton to Stradishall on March 10, 1938.

Nos. 22 and 42 (Torpedo Bomber) Squadrons will move from Donibristle to Thorney Island on March 10, 1938.

No. 49 (Bomber) Squadron will move from Worthy Down to Scampton on March 14, 1938, on which date the unit will be transferred to No. 5 (Bomber) Group.

No. 53 (Army Co-operation) Squadron will move from Farnborough to Odiham at a date after February 1, 1938, to be decided by the A.O.C.-in-C., Fighter Command.

No. 83 (Bomber) Squadron will move from Turnhouse to Scampton on March 14, 1938, on which date the unit will be transferred to No. 5 (Bomber) Group.

No. 802 Squadron returned to the United Kingdom in H.M.S. *Glorious* on November 3, and is being accommodated at the R.A.F. Station, Abingdon, until H.M.S. *Glorious* returns to the Mediterranean in January, 1938.

Headquarters and No. 2 Section of No. 1 Armoured Car Company closed at Hinaidi on November 3 and reopened at Dhibban on November 4.

Safety Belts and Harness Attachments

OCCUPANTS of aircraft which are fitted with safety belts and/or harness attachments are responsible that they are conversant with the approved method of securing themselves to the aircraft. They are to be properly secured during take-off or during launching by catapult or accelerator, during landing, and in flight, except when carrying out duties which necessitate moving about the aircraft.

During launching by catapult or accelerator, the occupants are to attach themselves to the aircraft, not only by safety belts, but also by the parachute harness safety attachment if an anchorage is available.

Flying Accidents

THE Air Ministry regrets to announce the following accidents:—

A/C.1 Robert Edwin Smith has died as the result of injuries received in an accident which occurred on November 22 near Walpole, Suffolk, to an aircraft of No. 64 (F.) Squadron. A/C.1 Smith was a passenger in the aircraft, the pilot of which, Sergt. Hackney Herbert Bramwell, was slightly injured.

A.P/O. Albert George Michael Wright lost his life and A/C.1 John Goodinson was injured in an accident which occurred near Pwllheli, North Wales, on November 29, to an aircraft of No. 2 F.T.S., Brize Norton, Oxford. A.P/O. Wright was the pilot of the aircraft and A/C.1 Goodinson a passenger.

Lt. Patrick Arthur Booth, R.N., Flt. Lt., R.A.F., and L.A/C. Norman Stewart Burns, lost their lives in an accident which occurred at Kalafrana, Malta, on November 30, to an aircraft of No. 711 Catapult Flight, disembarked from H.M.S. *London*.

A.P/O. Gordon Dutton Angus lost his life in an accident which occurred at Everton, Liverpool, on December 6, to an aircraft of No. 5 Flying Training School, Sealand, Chester.